



ADS-B Link Decision Public Meeting Objectives

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Meeting Overview



- **Objective of this Public Meeting**
- **Outcome of June 25-26 ADS-B Link Decision Workshop**
- **Overview of Activities Since June 25-26 Workshop**
- **Status of FAA ADS-B Link Assessments**
- **Agenda for Today's Meeting**

Meeting Objectives



Share with industry the results of the technical and economic assessments that will be used by the FAA as the basis for making the decision on the ADS-B link architecture

Provide an update on the progress that has been made toward making a decision on the link architecture

Outcome of June 25-26 ADS-B Workshop



- Workshop objective was: *Influence FAA's understanding of aircraft implementation costs of ADS-B to support the FAA's plans for making an ADS-B link recommendation to the FAA Administrator in September 2001, leading to a fall 2001 ADS-B link decision*
- Inputs from both vendors and users were collected during and subsequent to the Workshop

Outcome of Workshop - Vendor Inputs



- Worksheets developed at the Workshop included 13 avionics configurations and 4 users classes
 - used to collect initial vendor costing inputs
 - 1090 MHz Extended Squitter configuration use as a reference for costing purposes
- The FAA received an excellent response from the avionics vendors
 - FAA conducted follow-up one-on-one meetings, telecons and electronic exchanges with several vendors during July and August
 - sufficient inputs received for all avionics configurations and for all airframe categories to allowing a meaning cost assessment

Outcome of Workshop - User Inputs



- Worksheets developed at the Workshop to help identify the expected rate of ADS-B equipage
 - Application priorities
 - Minimum required application set
 - Near/Medium/Long range plans
 - Expected cost range
 - Expected equipage rates
 - Deterrents to equipage
 - Other constraints
- User inputs received during and subsequent to the Workshop from air carrier, DOD, and General Aviation users

Status of the Assessment



- The collection of vendor and users inputs required 30 days longer than anticipated
- The FAA has now completed their initial technical and economic assessments
 - reports are being finalized and will be made available shortly
 - the summary of the results will be presented today
 - current assessment results are at a sufficient level of fidelity to support a link decision
 - future, more detailed economic assessments will be conducted to support FAA investment decisions
 - FAA economic assessment focuses solely on the civil sector while DoD has performed their own assessment for the military sector

Plans for Today's Meeting



- Review the ADS-B link alternatives considered
- Review the results of the technical and economic assessments
- Plans for Moving Forward
 - remaining issues to be addressed
 - is there still a need for an early ADS-B link decision?

Agenda



9:00 - 9:30	Objectives (J. Scardina)
9:30 - 9:50	ADS-B Link Configuration Alternatives (T. Stock)
9:50 - 10:00	Technical Data/Factors Used to Supplement TLAT Findings (L. Bachman)
10:00 - 10:20	Link Performance vs. Safe Flight 21 Applications (L. Bachman)
10:20 - 10:30	Break
10:30 - 11:40	Cost and Benefit Changes from Safe Flight 21 Pre-IA CBA (A. Rurup)
11:40 - 12:00	DoD ADS-B Cost Estimate Results (R. Weathers)
12:00 - 1:00	Lunch Break
1:00 - 1:50	Overview of Assessment Results (R. Jones)
1:50 - 2:00	Follow-on Assessment Activities (R. Jones)
2:00 - 2:20	Closing Remarks (J. Scardina)